

Intimations.

of driving, ran his trap over a valuable young fox terrier on the Shau-ki-wan Road last Sunday evening. If I knew who this "booby" was, nothing would give me greater pleasure than to give him a bit of my mind; but as my correspondent is apparently not acquainted with the personality of his *bono noire*, I can only hope that by accident these lines may flash across his line of vision. It seems that this aspirant to coachmanship had the whole of the wide road before him, and for some distance must have seen the endow of the owner of the dog to coax his favorite from the middle to the extreme side of the thoroughfare. Instead of stopping or pulling to one side to clear the terrier, the accomplished Jehu came straight on, keeping the wrong side of the road all the time, and the result was that the wheel of the vehicle passed over the animal's body, inflicting injuries which, I regret to hear, likely to prove fatal. It was bad enough to drive over a dog in an unfrequented place like the Shau-ki-wan Road, but it was ten times worse for the person in the trap to drive on without stopping to see what injury had been done, or to express one word of regret. An courteous, responsible observer, the gentleman (?) was evidently so anxious to get his money's worth out of his hired pony and trap that he had no thought for anybody or anything else. It is a blessing and a matter for congratulation that the victim was not a young child instead of a valuable fox terrier.

But, there is another side to the question. The difficulties of driving in and about the Hongkong streets and roads are only understood by those who daily experience them. The rule of the road, if it is understood at all, is altogether ignored. Rickshaws, chairs, coolies bearing burdens, and pedestrians from obstructions which even the most careful and experienced drivers are at times unable to avoid. Pedestrians are the greatest trouble. They will not walk on the foot paths but insist in crowding the middle of the road, foreigners in particular usually walking three abreast, and making no attempt whatever to get out of the way of vehicles. Now, it so happens that I was driving on the Shau-ki-wan Road last Sunday afternoon, and passed my correspondent with two friends a short distance beyond the bridge to the southeast of Causeway Bay. The road there is rather narrow, and as the three gentlemen were walking abreast on the left side, I was compelled to sheer right across to the opposite side of the road to avoid running through them. An accident might easily have happened, but fortunately I was enabled to get past safely. On returning I was nearly run into by a gentleman driving a small black Manila or Cochinchina pony, and as the animal appeared to have taken charge, I presume this was the vehicle that ran over my correspondent's terrier. Of course no one can avoid an accident at times, and it is possible this victim may be able to offer a good excuse, although from my correspondent's statement, it was a case of sheer stupidity or carelessness. However, knowing the difficulties associated with driving in this colony, I should not readily condemn any person without giving him a fair hearing.

AN OLD SPORTSMAN.
Hongkong, 20th October, 1883.

ICHANG.

Mr. Gardner, H.B.M.'s Consul at Ichang, writing on the trade of that port for 1882, says:—
A splendid carrying trade for steamships is at present going begging here. During 1882 the only steamer that ran between this and Hankow was the *Kiangtung*, a vessel belonging to the China Merchants' Steam Navigation Company, and it is unfitted for the trade for many reasons; first, its want of steam power; and secondly, it draws too much water, and is consequently obliged to cease running during the winter; yet it is just during winter that the trade between Hankow and this and between this and Chungking is busiest. Even when there has been water enough for it to run, the *Kiangtung* has not been able to carry all the cargo offered her. What is required for the trade is a stern wheeler able to steam at least 11 knots, and not drawing, when fully laden, over 4 feet of water. I hear there is a possibility of a steamer specially constructed for this trade running next winter. Owing to the winding nature and rapidity of the current of the Yangtze, between this and Hankow, a distance of 430 miles, native boats average nearly a month coming up, and about eight days going down. A steamer, steaming 11 knots, could do the distance in three days and thirty hours respectively. Shasze is a port on the north bank of the Yangtze, 93 miles below Ichang; to it are brought, partly by boat and partly by land, a large portion of the Szechuan exports, which are thence forwarded to the northern, eastern, and southern provinces of China. To the north side of Shasze there is a canal navigable by junks throughout the year, separated from the Yangtze by a strip of land less than a mile wide, which communicates, first with the Han River, and secondly, with a series of inter-connected lakes stretching to Hankow up this canal and the Han River. Szechuan produce (transhipped at Shasze) finds its way, partly by water and partly by land, to the provinces of Honan, Shensi, Shanxi, Chihli, and Shantung, and by this canal and the series of lakes to Hankow, whence it is transhipped to Kiangsi, Anhui, Kiangnan, Kiangsoo, and the eastern provinces generally. In the same way the produce of the nine provinces above mentioned is sent to Shasze to be transhipped for Szechuan. The advantages of the route from Hankow by the series of lakes to Shasze over that by the Yangtze are that it is 100 miles shorter in distance, and on the up journey seven or eight days shorter in time. The disadvantages are that not communicating with the Yangtze expenses of transhipment have to be incurred, and boats, which get into this canal are in a species of *cul de sac*; they can go no further, but are obliged to return to Hankow, and the return journey, though shorter in distance, is longer in time than by the Yangtze, in which they are assisted by a strong current. Up to the present, though Ichang has been opened five years, the whole of the Szechuan opium has been sent by land to Shasze. Now, however, it is beginning to be sent to Ichang. If the steam navigation between this and Hankow were adequate for the requirements of the trade, it makes no doubt that Ichang, from its geographical position at the foot of the rapids, and from its political position as a port open to foreign trade, by which goods sent here can escape the taxes and delays of the native custom houses, lower down the river, must obtain in time the bulk of the Szechuan trade. At present the great bulk of the trade is carried on at Shasze. It is possible that the spirit of enterprise of British merchants, which for the last few years has been somewhat somnolent in China, may wake up to the importance of establishing steam communication between this and Chungking; my part I have still greater hopes that the native merchants of Szechuan, who are beginning to have practical experience of the benefit they derive from steam communication up the Yangtze as far as Ichang, will take measures for extending the sphere of steam activity to Chungking. Ho Ting Shen, the naval commander here, has informed me that this district is rich in gold and silver, and Captain Yankowall thinks

he has seen signs of gold. Yet beyond a little washing of the streams for gold dust nothing at present is done to extract these precious metals. Lead certainly exists, and is worked to a trifling extent in this Consular district, but I have not yet ascertained the exact spots. Copper is worked at Ho Feng Chow and Hsing Shan Hsien, 170 and 120 miles respectively from the Consulate. The gentry and elders of the former place petitioned in 1882 for permission to extend mining operations. I have seen a specimen of the ore, it seemed to me very rich. A native mining engineer, educated at Yale College, America, is at the present moment prospecting in these regions. Iron ore can be picked up on the river bank in any quantity at Liu, 22 miles below this. I picked up some 30 to 40 lbs., which I showed to a mining engineer; he said it would be worth 90 cents a picul (25 a ton) in Shanghai. The iron the natives extract here is of very bad quality. Coal exists all over the Consular district of Ichang, and the coal beds stretch much further. How far they extend I do not quite know. They run at least from Yo-chow to Chungking, a distance of 500 miles. Agate is found in the Manso (Agate) River, 60 miles below this, and on the Fung-pao Hill, 10 miles north-east of the Consulate. Slate must exist here in great quantities.

RUSSIA AND FRANCE IN THE EAST.

In an article on "Politics in the Lebanon" which appears in the September number of the *Fortnightly Review*, an English resident advertises to the underhand intrigues of French agents in the Lebanon, and the efforts which are being made at the present time by France in Syria to impress upon the population of all religions that the manifest destiny of the country is its ultimate annexation to the Republic. The writer says:—
If Europe, and more especially England, clearly understood that the triumph of French policy in Syria meant Maronite supremacy in the Lebanon, and that Maronite supremacy in the Lebanon meant a massacre of Christians which should afford the desired excuse for French military intervention, and the subsequent occupation and annexation of the country from Carmel to Aleppo, they would watch more narrowly the political progress of events in that country than they have been in the habit of doing. It is significant that the one European Power which has shown some sign of life on the subject is Russia. A diplomatic note has just been handed to the Porte by the Russian Government upon the affairs of the Lebanon calling attention to four points in regard to which it alleged that the Règlement had been infringed by the Ottoman authorities. Although these are of minor importance, and can be explained as deviations from the strict letter of the law which have been forced upon successive governments as matters of convenience, while they in no way affect the principle of the Règlement or work injustice or injury to any one, it is significant that, after having tolerated them in silence for so long, Russia should have chosen this critical moment for bringing them forward. It will be a subject for British diplomacy to decide under what inspiration this action has been suggested; whether it is the result of an agreement with France, which includes both the Armenian and Syrian questions, under which Russia is to allow France free freedom in the prosecution of her designs in Syria on condition that Russia meets with no opposition in the annexation of Armenia and the advance of her eastern frontier almost to the confines of Syria. In that case it must be an evidence of her willingness to assist France in the Lebanon that she had handed in a note of her complaints in regard to the present mode of administering the province which should break the unanimity which has hitherto existed between all the Powers, excepting France, on the subject, and strengthen the position of the latter Power by relieving her from that attitude of isolation which constituted her weakness; or this note may have been conceived in a sense altogether hostile to France, as a reminder on the part of Russia that she also has an important Christian Church—the Greek orthodox—of which she is the recognised protector, which counts a large number of adherents in the Lebanon, but the members of which find themselves in a state of perpetual antagonism to the Maronites, and who would undoubtedly be subjected to persecution and injustice should the policy of France triumph. Indeed, one of the points of complaint in the note is the partiality shown to the Maronites in certain administrative appointments, which considering that the French commander-in-chief has been ordered upon them by the late Governor General, forms a singular commentary on the general situation. As a matter of fact, the members of the Greek orthodox community were among the most enthusiastic of Rustem Pasha's supporters. Whatever may have been the exciting causes of this note, whether it is meant as a reminder to France that Russia has interests in Syria, and a policy in that country, and the manner of the development of the whole Eastern question turns upon what it means. It is of vital interest not only to England but to all Europe, to know whether this appropriation of territory is to take place under an amicable arrangement which is being entered into between the two Powers, or whether they are going to fight over their spoils. In the former case it is possible that with Russia at her back, France may seek to recover the province which she has lost during the last two months, and escape from the humiliating position in which she has been placed by the egregious failure of her policy, by forcing upon a crisis with as little delay as possible. If Russia carries out his declared intention of governing independently, and upon principles of justice and equality to all races and religions, the position of the Maronite episcopacy, who have swarmed so much in anticipation of France, will soon become unbearable, while that of France, by whom they have been compromised, will be no less intolerable. Under these circumstances it is not to be wondered at if the exigencies of the situation should force her to seek an alliance with Russia, and that the two questions of Armenia and Syria may arise simultaneously. Whatever apathy in regard to the fate of Armenia may reign in England, it is not likely that the country will be indifferent to the destiny of Syria and Palestine, for the pretensions of France embrace the whole of Galilee in Carmel and the mountains of Samaria, and indeed, she has never repudiated her claims to Jerusalem itself, though no Power would dare openly to assert such an ambition. To judge by recent events in England, the British public seems to one who is not of it to be governed by sentiment, and what it believes to be religious feeling, rather than by any considerations of practical policy. It is possible, therefore, that they may be induced, by the sacred associations which attach to this country, to adopt a determined and even bellicose attitude, from which they would shrink on grounds of economy and humanity; if this question at issue merely involved the safety of our Indian possessions or our position as a great Asiatic Power.

A CHILIAN STEEPLECHASE.

A private letter gives the following description of a steeplechase for gentlemen riders near Valparaiso, one of the horses, being ridden by a Chilean, one by a Frenchman, and the other three by Englishmen. The writer is the Englishman who won the race:—

On Feb. 18, Mr. A. E., a millionaire, and the richest man in Chili, who owns several estates between Valparaiso and Santiago, altogether as big as a small European kingdom, celebrated his birthday by a day's racing at his hacienda, and a grand gathering of his friends. My two friends and myself were invited to take part in a steeplechase for gentlemen riders, run by four horses belonging to Mr. A. E., against one belonging to a well-known race horse owner, a friend of mine. We started early in the morning by rail, the weather being damp and foggy, and soon reached the station nearest to Mr. A. E.'s estate, where we found horses waiting for us. We clapped on the saddles we had brought with us, and, followed by two mounted servants, rode about two miles to the hacienda, where we were received by the administrator, a fine tall young fellow, who gave us an excellent breakfast in his very nice stylish little villa residence, and then drove us in a four-in-hand break to the racetrack, which had been newly laid out, and was perfect in every respect, as flat as a billiard-table, and more than a mile round, with a big grand stand, and well rallied in. The administrator drove us round the course to show us what it was like at a rattling gallop, and managed his four-in-hand like a Briton. We then mounted our horses, which had been brought after us, and superintended the putting up of the fences for the steeplechase, and made ourselves generally useful in various ways. The finishing touch to the course, in the meantime, the birds were cleared away, all the clouds, and the view of the mountains surrounding the vast plain made a most lovely background to the panorama. Large ox-carts, with awnings and full of people playing the guitar or harp and singing, kept rolling into the middle of the course, and drew up in a line in front of the grand stand. Hundreds of country people of both sexes, mounted on stout little horses, and dressed in their very best, filled the space on each side of the stand, which became more and more animated as the gentry from the neighbourhood arrived in their country carriages or on horseback. Then the village school filled the benches prepared for it; the people from Valparaiso, who had come by the second train, joined us, and everything was in readiness for the owner of the estate and his party. We spent the time of waiting in admiring the racers, which had arrived in their true English clothes, looking very smart, but not in very good condition, having seen little training. Twelve of them belonged to Mr. E., and about six to my friend, the race being entirely private and not open to other competitors. At last a bright red coach and a tremendous crowd of spectators, including the gentry and we were told that the birds were here, was approaching. He drove up to the grand stand in a pretty little phaeton drawn by two lovely half-breds, followed by twelve huscos in bright ponchos and straw hats. Mr. A. E.'s style of dress was something like an Englishman, whilst his lady was tastefully dressed in dark colours, relieved with white lace and roses. Close behind the twelve huscos came an English stage-coach, painted bright red, with imitation cane-bottomed door and panels, drawn by four horses adorned with bells, and driven by a gorgeous coachman. This vehicle was half inside and out by Mr. E.'s relations and children, and was followed by about 200 mounted huscos, all farm labourers, &c., belonging to the estate. When the family had taken their places on the grand stand, the racehorse owner drove up in a neat little dogcart with three horses tandem fashion. That gentleman was dressed in a suit made out of barley sacks, and his companions were costumed, one as an eccentric Englishman, and one as an English sailor half-sea-sick, while the fourth occupant of the dog-cart was the Chilean gentleman who was to ride in the steeplechase. Four races were then run. Mr. A. E. has three only winning one out of the four. The Englishmen and the Frenchman from Valparaiso then drew lots for our mounts, and to my share fell the favourite out of Mr. A. E.'s stables, a stout half-bred mare, Sauterelle, by Harry Clay, out of Chilena. This mare had won several races during the past year. There was great excitement as to whether this race would be won by the Chilean gentleman, who was mounted on his own mare, Covadonga, which was in splendid training and had a good reputation, or by one of the four horses belonging to Mr. A. E., and ridden by foreigners, two of whom were considered crack riders, and we were told that the birds were here, was approaching. He drove up to the grand stand in a pretty little phaeton drawn by two lovely half-breds, followed by twelve huscos in bright ponchos and straw hats. Mr. A. E.'s style of dress was something like an Englishman, whilst his lady was tastefully dressed in dark colours, relieved with white lace and roses. Close behind the twelve huscos came an English stage-coach, painted bright red, with imitation cane-bottomed door and panels, drawn by four horses adorned with bells, and driven by a gorgeous coachman. 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The Hongkong Telegraph.

No. 540.

SATURDAY, OCTOBER 20, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

SHOOTING SEASON

LANE, CRAWFORD & Co.,
HONGKONG, 17th September, 1883. [340]

WE HAVE RECEIVED THEIR ASSORTMENT of
SPORTSMEN'S AMMUNITION AND
SUNDRIES,
comprising—
SPORTING GUNS, in newest styles, in Cases
Fitted.
ELEV'S NEW METAL LINED and other
CARTRIDGE CASES.
WHITE GREY, and GREASE PROOF
WADS.
CYLINDRICAL WIRE CARTRIDGE
CASES.
CHILLED and ORDINARY SHOT.
PIGOU and WILKS' "ALLIANCE" GUN-
POWER.
Re-capping, Loading, Ramming and Turnover
MACHINES.
CARTRIDGE BAGS and BELTS.
GAME BAGS.
SHOOTING BOOTS.
POWDER and SHOT MEASURES and
FLASKS.
DOG WHISTLES and WHIPS.
REVOLVERS, by best English and American
Makers.
TINNED PROVISIONS for SHOOTING
TRIPS.

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).
CAPITAL TAELS 500,000, EQUAL \$833,333.33.
RESERVE FUND.....\$75,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq.,.....LEE YAT LAU, Esq.,
LO YOK MOON, Esq.,.....CHU CHIK NUNG, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at
CURRENT RATES to all parts of the world.
HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 1st September, 1882. [670]

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.
ARNHOLD, KARBURG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN and FOREIGN
SHIPPING.
Agents.
ARNHOLD, KARBURG & CO.
Hongkong, 15th June, 1881. [470]

NOTICE.

THE MAN ON INSURANCE COMPANY,
(LIMITED).
(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1882. [106]

YANGTSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 318,235.56

TOTAL CAPITAL and
ACCUMULATIONS, 31st
March, 1883.....Tls. 968,235.56

DIRECTORS.
F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq.,.....W. MEYER, Esq.,
A. J. M. INVERARITY, Esq.,.....G. H. WHEELER, Esq.

HEAD OFFICE—HONGKONG.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

Policies granted on MARINE RISKS to all
parts of the world.
Subject to a charge of 10 per cent. for interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premiums paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 25th May, 1883. [83]

MR. MOORE begs to recommend his
GOGO SHAMPOO WASH
to the public as unrivalled by any preparation
ever produced for promoting the growth
to the hair. The basis of this compound is
made of soap, lot, the natives of the Philip-
pines, islands never use anything else for
washing their hair; they are never found bald,
and it is quite common to see the females with
hair from 5 to 6 feet long. By constantly using
this Shampoo Wash as directed, you will
NEVER BE BALD.

The proprietor offers the Wash to the public
entirely confident that by its restorative prop-
erties it will without fail arrest detaching
hair. It completely eradicates scurf, dandruff,
and cures all diseases of the scalp. It does not
contain any poisonous drugs. By its cooling
properties it allays the itching and fever of the
scalp, which is the great cause of people losing
their hair.

Mr. MOORE has succeeded in being able to
put this wash up in bottles without allowing it to
ferment, and he will guarantee it to keep any
length of time in any climate.

FOR SALE ONLY BY MOORE & Co.,
VARIETY STORE,
Queen's Road Central,
Hongkong, 25th January, 1883. [183]

Auctions.

PUBLIC AUCTION.

MR. J. M. GUEDES has received instruc-
tions from the MORTGAGEE to Sell by
Public Auction, on
MONDAY,
the 5th November, 1883, at Two o'clock P.M.,
at the Premises,
A VALUABLE LEASEHOLD PROPERTY,
SITUATE IN
HOLLYWOOD ROAD,
Victoria, in the Colony of Hongkong.
Comprising—
All those Pieces or Parcels of GROUND Re-
gistered in the Land Office as Subsection
No. 1 of Section A of INLAND LOT No. 90
and Section C of INLAND LOT No. 90
with the Messuages or Tenements thereon
being Nos. 83, 85, 87, 89, 91 and 93, Holly-
wood Road, as the same Premises are held
for the residue of a term of 75 years and for
the further term of 924 years subject to the
payment of the due proportions of the rent
and to the performance of the Covenants
and Conditions reserved by and contained
in the Crown Lease of the whole of the
said Inland Lot No. 90, and the extension
thereof.
The Property is sold subject to the existing
lettings thereof respectively.
For Further Particulars of the Property and
Conditions of Sale, apply to
BRERETON, WOTTON, & DEACON,
Solicitors for the Mortgagee,
Hongkong,
or to
J. M. GUEDES,
Auctioneer,
Hongkong.
Hongkong, 19th October, 1883. [785]

Notices of Firms.

NOTICE.

THE Undersigned have been appointed
Agents of the CHINA SHIPPER'S
MUTUAL STEAM NAVIGATION COM-
PANY, LIMITED.
ARNHOLD, KARBURG & Co.,
Hongkong, 19th October, 1883. [786]

NOTICE.

FROM this date Messrs. RUSSELL & Co.
will conduct our Business at this Port, and
all Communications should be addressed to them.
Messrs. RUSSELL & Co. will also act as Agents
at this Port for our line of Steamers.
GEO. R. STEVENS & Co.,
Hongkong, 1st August, 1883. [666]

To be Let.

TO LET.

THE Upper Portion of the Eastern Wing of
BAXTER HOUSE, containing 4 Large
Rooms, Bath-room, &c., Water laid on and every
convenience, Furnished or Unfurnished. Terms
Moderate.
For Particulars, apply to
D. B.,
Case of Hongkong Telegraph Office.
Hongkong, 12th October, 1883. [771]

TO LET.

"STOCKWELL COTTAGE" near to the
Kowloon Club, British Kowloon, con-
taining Four Rooms and Large Centre Room,
Servants' Rooms and Out-houses, Gardens and
Tennis Lawn, &c. Within Three Minutes Walk
of the Pier.
For Particulars, apply to
STEPHENS & HOLMES,
Solicitors.
Hongkong, 22nd September, 1883. [713]

TO LET.

THE PREMISES now occupied by us
No. 11, Queen's Road Central.
For further Particulars, apply to Messrs.
RUSSELL & Co.
GEO. R. STEVENS & Co.,
Hongkong, 1st August, 1883. [667]

TO LET.

"BISNEE VILLA" Pokfulum, Furnished.
Apply to
DAVID SASSOON, SONS & Co.,
Hongkong, 18th October, 1883. [7]

For Sale.

RODERICK DHU WHISKY.
A PURE Fine Flavoured Blend, Equal in
Bouquet and Style to the
FINEST FRENCH BRANDY.
SOLE AGENT FOR HONGKONG.
C. L. THEVENIN,
Hongkong Hotel Building,
Hongkong, 19th October, 1883. [787]

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
HONGKONG HOTEL BUILDINGS,
HAS FOR SALE—
A FINE ASSORTMENT
OF WHITE AND RED
BURGUNDIES,
GRAND HERMITAGE,
CHAMBERTIN,
RICHEBOURG, FOMMARD,
CHABLIS, Pinot and Quarts,
OLD PORT, SHERRY, WHISKEY, COGNAC,
ABSORTED LIQUORS AND SYRUPS,
PERFUMERY,
&c., &c., &c.
Hongkong, 17th October, 1883. [780]

FOR SALE.

H. MUMF & Co's CHAMPAGNE
QUARTZ.....\$25 per Case
PILSENER.....\$25 per Case
Apply to
MELCHERS & Co.,
Hongkong, 2nd March, 1882. [7]

Intimations.

KELLY & WALSH HAVE JUST RECEIVED THE FOLLOWING NEW AND POPULAR MUSIC.

DANCE MUSIC.
FEDORA Dawn Two new Waltzes by
of Day.....J. Composer of "My Queen."
In the Twilight Valse.....C. Coote.
Récits D'Amour Valse.....Waldteufel.
Rhine Maiden Waltzes.....Gautier.
Encore une fois Valse.....Lowthian.
My little Sweetheart Waltz.....Meisler.
Psyche Waltzes.....W. H. Evans.
Mysotis Waltz.....Lowthian.
Old Love and New Love Valse.....
Alice Valse.....J. P. Clarke.
Thine Alone Waltz.....Meisler.
SONGS.
Once, only Once.....Cotsford Dick.
For you, for me.....Fr. Clay.
But one Golden hour.....J. De Sival.
We wandered once.....M. Watson.
Sisters—Yet Strangers.....Rockel.
The Devoted Apple.....Rockel.
The Mower and the Lass.....Wellings.
Loved once, Loved ever.....
This is my Dream.....Rockel.
Not so.....Cartel.
Brave and Fair.....Cartel.
I cannot tell you why.....Harr.
Be always mine.....Wellings.
Faithful.....Rockel.
Sour Grapes.....Poutet.
Sweet Bird of Eve.....Dorn.
Shepherdesses.....Wellings.
VOCAL DUETS.
Distant Voices.....Dorn.
Stars of the Summer Night.....Wellings.
THE NEW CHRISTMAS NUMBER OF COOTE'S BALL ROOM ALBUM.
Contents—Solitude Valse (Waldteufel) Vanity Fair Quadrilles (Coote).
Minnit Polka (Waldteufel) True Love Valse (Coote).
Elsie Schottische (Smith) Aladdin Lancers (Lutz) Blue Beard Polka (Lutz).
Desirée Polka Mazurka (Waldteufel). PRICE 10 CENTS.

KELLY & WALSH.
Hongkong, 15th September, 1883. [560]

W. BREWER.

HAS JUST RECEIVED.

SWEET CAPORAL CIGARETTES.
HALF CAPORAL CIGARETTES.
FULL CAPORAL CIGARETTES.
SULTANA CAPORAL CIGARETTES.
GOLDEN CLOUD TOBACCO.
ACCOUNT BOOKS IN GREAT VARIETY.
GEMS OF DANCE.
WALDTEUFEL ALBUM.
MUSICAL FAVORITE.
SUNSHINE OF SONG.
SILVER WREATH.
LA CREME DE LA CREME.
ROBERT FRAUN'S ALBUM.
SCOTTISH SONGS.
MOORE'S IRISH MELODIES.
GERMAN SONGS.
SILVER CHORD.
MUSICAL TREASURE.
SHOWER OF PEARLS.

NEW FANCY STATIONERY IN GREAT VARIETY.
THE POLYOPTICON.
W. BREWER,
QUEEN'S ROAD.
Hongkong, 6th October, 1883. [784]

SAYLE & CO'S SHOW ROOMS.

JUST RECEIVED EX "GLENFING" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY IN LATEST STYLES.
SPECIALITIES IN BEAVER, FELT AND STRAW HATS AND
BONNETS IN NEWEST SHAPES.
FEATHERS, FLOWERS, MILLINERY, SILKS,
VELVETS, SATINS,
&c., &c., &c.

SAYLE & CO.
VICTORIA EXCHANGE, HONGKONG.
Hongkong, 8th October, 1883. [730]

MRS. P. SMITH, BEGS to inform the Community of Hongkong Generally, and Visitors to the Port, that SHE HAS THIS DAY OPENED PRIVATE TIFFIN ROOMS, Nos. 8 & 9, BEACONSFIELD ARCADE, WHERE SHE WILL BE PREPARED TO SUPPLY MEALS & REFRESHMENTS AT ALL HOURS. The Rooms are large, well ventilated and airy, and the viands supplied will be of the best description and cooked in the best style. ATTACHED TO THE TIFFIN ROOMS BILLIARD ROOM AND READING ROOM THE LATEST WELL SUPPLIED NEWSPAPERS, WRITING MATERIAL, GERMAN, FRENCH, AMERICAN & LONDON NEWSPAPERS, WRITING MATERIAL, &c., &c., &c.

N.B.—No Extra Charge for the use of the Reading and Billiard Rooms.
ARRANGEMENTS FOR BOARD AND LODGING can be made by applying to
MRS. P. SMITH,
ON THE PREMISES, BEACONSFIELD ARCADE.
Hongkong, 10th October, 1883. [766]

G. FALCONER & CO.
WATCHES AND CHRONOMETER
MANUFACTURERS
AND
JEWELLERS
NAUTICAL INSTRUMENTS
CHARTS AND BOOKS.
No. 44, QUEEN'S ROAD CENTRAL. [771]

HONGKONG TIMBER
YARD WANCHAI
OREGON PINE SPARS AND LUMBER
ALWAYS ON HAND.
L. MALLORY,
Proprietor.
Hongkong, 15th June, 1881. [657]

Mails.

OCCIDENTAL AND ORIENTAL STEAM- SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"ARABIC,"
will be despatched for San Francisco, via Yoko-
hama, with the option of calling at Honolulu, on
THURSDAY, the 25th October, at Three P.M.
Connection being made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until Five P.M. the day pre-
vious to sailing.

RETURN PASSAGES.—Passengers, who
have paid full fare, re-embarking at San Fran-
cisco for China or Japan (or vice versa) within
six months, will be allowed a discount of 20 per
cent. from Return Fare; if re-embarking within
one year, an allowance of 10 per cent. will be
made from Return Fare. Pre-Paid Return
Passage Orders, available for one year, will be
issued at a Discount of 25 per cent. from Return
Fare. These allowances do not apply to through
fares from China and Japan to Europe.

Consular Invoices to accompany Overland,
Mexican, Central, and South American Cargo,
should be sent to the Company's Office, ad-
dressed to the Collector of Customs, San Fran-
cisco.

For further information as to Freight or
Passage, apply to the Agency of the Company
No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.
Hongkong, 20th October, 1883. [3]

Intimations.

NOTICE.

In the Matter of a Deed of Assignment and
Trust by LEONG ON otherwise LEONG
HOK CHAU of Victoria, in the Colony
of Hongkong, Comptroller.

NOTICE is hereby given that in pursuance
and by virtue of the above mentioned
Deed, the Undersigned are duly appointed
Trustees of the ESTATE and EFFECTS of the said
LEONG ON.
Creditors and others are hereby requested to
send in their CLAIMS against the above Estate
to the Undersigned on or before the 12th day of
November, 1883; otherwise they will not be in-
cluded in the scheme of distribution.
All Persons indebted to the above Estate are
requested to make immediate payment to the
Undersigned.
Dated the 13th day of October, 1883.

CHIU U TIN,
KWOK TUN,
LO TSZ CHUNG,
LI TAK CHEONG.

NOTICE.

In the Matter of a Deed of Assignment and
Trust by LEONG YAT SAU otherwise
MING KEE of Victoria, in the Island
of Hongkong, Accountant.

NOTICE is hereby given that in pursuance
and by virtue of the above mentioned
Deed, the Undersigned are duly appointed
Trustees of the ESTATE and EFFECTS of the said
LEONG YAT SAU.
Creditors and others are hereby requested to
send in their CLAIMS against the above Estate
to the Undersigned on or before the 12th day of
November, 1883; otherwise they will not be in-
cluded in the scheme of distribution.
All persons indebted to the above Estate are
requested to make immediate payment to the
Undersigned.
Dated the 13th day of October, 1883.

CHIU U TIN,
KWOK TUN,
LO TSZ CHUNG,
LI TAK CHEONG.

CHINA FIRE INSURANCE COMPANY,
(LIMITED).
ADJUSTMENT OF BONUS FOR THE
YEAR 1882.

SHAREHOLDERS are hereby requested to
send in to this Office a List of their Con-
tributions of Premium for the year ended 31st
December last, in order that the proportion of
Profit for that year to be paid as Bonus to Con-
tributors may be arranged. Returns not sent in
before the 30th November next, will be made up
by the Company, and no subsequent claims or
alterations will be allowed.
By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st September, 1883. [673]

HONGKONG RACES
1884
THIS MEETING will take place on
(WEDNESDAY, THURSDAY,
and FRIDAY) the 20th, 21st, and 22nd
FEBRUARY, 1884.
Gentlemen having suggestions to offer, or pro-
posals to make are invited to communicate
with the Clerk of the Course on or before the
17th instant.

THE HONGKONG DERBY, 1884.
The HONGKONG DERBY, a Sweepstakes of
\$20 each, half forfeit if declared on or before the
date of closing entries, with \$100 added for 1st
Pony and \$50 for 2nd. For all China Ponies,
and all other ponies at date of entry (SATURDAY,
10th JANUARY, 1884.) First Pony, 70 per
cent.; Second Pony, 20 per cent.; Third Pony,
10 per cent. Weight, 12st. 10lb. One Mile
and a half. Nominations close on WEDNES-
DAY 10th DECEMBER, 1883, addressed to the
Clerk of the Course, at the Hongkong Club.

By Order,
H. J. H. TRIPP,
Clerk of the Course.
Hongkong, 16th October, 1883. [777]

Shipping.

STEAMERS.

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"GALLEY OF LORNE,"
Captain Pomroy, will be despatched for the
above Port, TO-MORROW, the 21st instant, at
DAYLIGHT, instead of as previously advertised.
For Freight or Passage, apply to
RUSSELL & Co.,
Hongkong, 17th October, 1883. [769]

NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.
FRAISSINET & Co.
INDIA AND CHINA LINE.

FOR SHANGHAI.
THE Steamship
"LIBAN,"
Condolle, Commander, due here on the 13rd
instant, will have quick despatch for the above
Port.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 19th October, 1883. [754]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to NEW
ZEALAND, NEW CALEDONIA,
TASMANIA and FIJI).
THE Eastern and Australian Steamship
Company's Steamer
"CATTERTHUN,"
will be despatched as above on or about WED-
NESDAY, the 31st instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th October, 1883. [773]

NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.
THE Steamship
"LIBAN,"
Condolle, Commander, will sail on or about
the 7th November, for MARSEILLE, via
SAIGON, SINGAPORE, COLOMBO,
ADEN, and SUEZ; and with leave to call at
PENANG and TUTICORIN. In connection
with these Steamers the Company runs a Line
from MARSEILLE to HAVRE and LONDON,
leaving MARSEILLE after arrival of the
Steamer from CHINA.

The Company also runs Steamers regularly
from MARSEILLE to numerous Ports in the
MEDITERRANEAN and BLACK SEA, by
which through freight may be booked.
The Company has a Forwarding Agency at
Paris, 9, Rue de Rougemont, giving special
facilities to Shippers.

Each Steamer carries a Surgeon and
Stewards.
The Line is noted for its Cuisine and Beer
and Table Wines are included in the Passage
Money.

RETURN TICKETS are now granted by
the Steamers of this line available for the
undetermined periods, to be reckoned from
the date of arrival at Marseilles of the Steamer
for which the Ticket is issued to the date of
re-embarkation there of the Holder of the Ticket.

Special rates are arranged for families.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 8th October, 1883. [754]

SAILING VESSELS.
FOR SAN FRANCISCO.
THE 3 1/2 L.T. British Ship
"CHARLES BAL,"
Watson, Master, will load here for the above
Port, and will have quick despatch.
For Freight apply to
RUSSELL & Co.,
Agents.
Hongkong, 3rd October, 1883. [744]

FOR NEW YORK.
THE A. I. British Ship
"LOTHAIR,"
Boulton, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Agents.
Hongkong, 3rd October, 1883. [743]

Consignees.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.
NOTICE
CONSIGNEES of CARGO per Steamship
"ARABIC,"
are hereby notified that their Goods are being
loaded and stored at their risk in the Company's
Godowns at Wanchai, from whence delivery may
be obtained, on Counter-signature of Bills of
Lading.

Goods remaining unclaimed after the 30th
instant, will be subject to sale.
No Fire Insurance has been effected.
F. E. FOSTER,
Agent.
Hongkong, 17th October, 1883. [781]

HOP SHING & CO.
ENGINEERS, BOILER MAKERS,
COPPER SMITHS, BRASS AND
IRON FOUNDERS, &c.

HAVING this day commenced Business, we
are prepared to execute all kinds of the
above descriptions under the Supervision of an
EXPERIENCED EUROPEAN.
Orders executed with the utmost despatch and
at MODERATE PRICES.

EVERY DESCRIPTION OF
ENGINE ROOM STORES SUPPLIED.
NESS IRON WORKS,
West Point, Hongkong.
Hongkong, 25th September, 1883. [718]